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Bud Shuster

R-Pennsylvania, 9th District
Began Service: 1973

2268 Rayburn House
Office Building
Washington, DC 20515-3809

(202) 225-2431

BIOGRAPHICAL Born: 1/23/32 • Home: Everett
• Educ.: B.S., U. of Pittsburgh; M.B.A., Duquesne U.;
Ph.D., American U. • Prof.: Computer Co. Exec.;
Author • Rel.: Protestant

KEY STAFF AIDES

Name/Position	Legislative Responsibility
Ann Eppard Admin. Asst.	
Karen Schecter Press Asst.	
Carol McKissick Office Mgr.	
Scott Lowry Legis. Asst.	
Charlotte Herbert Apts. Secy.	

COMMITTEE ASSIGNMENTS

Public Works and Transportation: Surface Transportation,
Ranking Minority Member • Aviation • Investigations and Over-
sight

Intelligence (Select): Legislation • Oversight and Evaluation

OTHER POSITIONS

House Republican Study Committee • Congressional Rural
Caucus • Congressional Steel Caucus • Congressional Travel
and Tourism Caucus • Congressional Truck Caucus,
Co-Chairman • Commission on the U.S. House of Representa-
tives Bicentenary • Chowder and Marching Society

DISTRICT OFFICES

RD 2, Box 711

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Pennsylvania - 9th District

image among Democrats; he was running as an avowed partisan for GOP whip. His opponent, Trent Lott of Mississippi, was virtually his opposite in style: friendly, easygoing and non-controversial. Shuster campaigned for the job for a year with all his customary single-mindedness, carefully cultivating each member.

Starting as a distinct underdog, he gradually gained on Lott, but not quite enough. The final score in January of 1981 was Lott 96, Shuster 90. Some Republicans felt that the same drive and intensity that brought Shuster so close ultimately defeated him, because it raised the fear that he would be less than sympathetic to their personal needs.

At Home: Democrats find Shuster difficult to love, but they also find him impossible to beat. His district has firm Republican loyalties, and his outspoken partisanship on the floor strikes a chord among constituents. While he has had detractors in local political circles, notably in the GOP organization of the 9th's most populous county, Blair (Altoona), he remains untouchable at the polls.

In 1984, he had an interesting, though unsuccessful, Democratic challenger in 62-year-old Nancy Kulp, who played "Miss Jane Hath-

away" on "The Beverly Hillbillies" television comedy. Retired from show business and living on a Pennsylvania farm, Kulp decided to challenge Shuster when it looked as if he would win unopposed. She accused Shuster of voting down the line with Reagan and ignoring the needs of farmers, veterans and elderly constituents.

Unaccustomed to aggressive challenges, Shuster counterattacked vigorously, launching a heavy advertising campaign and at one point saying of Kulp, "She's an outstanding comedian. I grew up watching her." The media found Kulp's background and candidacy intriguing, but the voters did not seem interested. Shuster won re-election with two-thirds of the vote.

Before entering politics, Shuster had a successful business career with the Radio Corporation of America and as an independent electronics entrepreneur. When Republican Rep. J. Irving Whalley announced his retirement in 1972, Shuster embarked on a self-generated congressional campaign and won the Republican primary over state Sen. D. Elmer Hawbaker. Hawbaker was backed by the party committees of Bedford and Blair counties.

Committee

Public Works and Transportation (2nd of 20 Republicans)
Surface Transportation (ranking); Aviation; Investigations and Oversight.

Select Intelligence (6th of 6 Republicans)
Legislation; Oversight and Evaluation.

Elections

1986 General
Bud Shuster (R) 120,890 (100%)

1984 General
Bud Shuster (R) 118,437 (67%)
Nancy Kulp (D) 59,549 (33%)

Previous Winning Percentages: 1982 (65%) 1980 (100%)
1978 (75%) 1976 (100%) 1974 (57%) 1972 (62%)

District Vote For President

1984		1980		1976	
D	59,047 (33%)	D	59,422 (35%)	D	71,159 (42%)
R	118,500 (67%)	R	101,766 (60%)	R	94,421 (56%)
		I	7,245 (4%)		

Campaign Finance

	Receipts	Receipts from PACs	Expenditures
1986			
Shuster (R)	\$299,910	\$152,002 (51%)	\$276,463
1984			
Shuster (R)	\$450,849	\$183,284 (41%)	\$498,954
Kulp (D)	\$85,891	\$34,276 (40%)	\$85,848

Voting Studies

Year	Presidential Support		Party Unity		Conservative Coalition	
	S	O	S	O	S	O
1986	77	22	85	11	90	8
1985	66	34	86	10	87	11
1984	63	37	83	15	90	8
1983	71	21	85	5	90	8
1982	56	23	60	13	60	18
1981	76	22	89	11	99	1

S = Support O = Opposition

Key Votes

Produce MX missiles (1985)	Y
Cut federal subsidy for water projects (1985)	Y
Weaken gun control laws (1986)	Y
Cut back public housing construction (1986)	Y
Aid Nicaraguan contras (1986)	Y
Impose textile import limits over Reagan veto (1986)	Y
Block chemical weapons production (1986)	N
Impose South African sanctions over Reagan veto (1986)	N

Interest Group Ratings

Year	ADA	ACU	AFL-CIO	CCUS
1986	5	90	29	94
1985	10	81	24	86
1984	0	83	31	56
1983	0	91	0	85
1982	20	80	29	93
1981	0	100	20	89

Bud Shuster, R-Pa.

Pennsylvania 9

To Pennsylvania Turnpike travelers, this district, which crosses the Allegheny Mountains, is a series of tunnels, long climbs and sharp descents. To Republicans, it is a predictable source of votes.

This central Pennsylvania region long has been a passageway to the West and, other than farming, transportation has been its central focus. Before the coming of the railroad, trade and travel had to take the long way around the mountains, ducking south. The city of Altoona, in Blair County, prospered as a rail center.

With the decline of the rail system, a new travel-related culture sprung up along the turnpike, the nation's first superhighway, which opened in 1940. Its epitome is Breezewood, the celebrated "Town of Motels" — by night, a garish glow of neon signs amid the mysterious mountain darkness.

For the most part, the 9th is a series of small villages scattered among the moun-

South Central — Altoona

tains. It has little industry; its farmers raise cattle for beef and milk. The isolation and agricultural character of the area have bred a strong strain of conservatism. Local Republicans there like to boast that much of the area within the 9th District has gone Republican since 1860.

Altoona, which lost 10 percent of its population in the 1970s, used to be a Democratic stronghold. Developed by the Pennsylvania Railroad, it has the giant Samuel Rea Railroad Shops; just to the west of it, the tracks form the famous Horseshoe Curve, an engineering marvel. But many of the railroad workers who voted Democratic lost their jobs and left. Nowadays, Republicans win Blair; Reagan took it by almost 2-to-1 in 1984.

Population: 515,430. White 508,728 (99%), Black 4,727 (1%), Spanish origin 1,841 (0.4%), 18 and over 368,331 (71%), 65 and over 64,934 (13%). Median age: 31.

onstrator projects, and a companion measure that allowed states to raise the speed limit to 65 on rural Interstates. The House easily overrode Reagan's veto; the Senate, after first sustaining the veto, later voted to override Reagan, enacting the bill into law.

One of the issues on which the House and Senate were at odds was a Shuster provision banning the use of imported cement in federal highway projects, and increasing from 50 to 85 percent the proportion of domestic products that must be used to manufacture mass transit buses and rail cars. Shuster has been active in supporting "Buy American" language to bills to promote U.S.-made products over imports.

Earlier in his career on Public Works, Shuster and Howard negotiated a compromise that led to enactment of a trucking deregulation bill to ease restrictions on entry into the trucking business.

Shuster has argued vociferously against air bags as a safety requirement for automobiles and worked to prevent air bag regulations from going into effect. He has also fought requirements that buses and subways be fitted with new equipment making them accessible to handicapped people in wheelchairs.

Shuster's alliance with Howard and the Democrats against the Reagan administration

in the recent highway dispute is a symbol of his evolution from an earlier role as partisan "hatchet man" who made a habit of blasting the Democratic majority almost daily on the House floor.

From the day he arrived in Washington, Shuster began focusing his ambitions on a Republican leadership post. He was president of his 1972 Republican House class, and after three terms he decided to move for the chairmanship of the Republican Policy Committee. The front-runner for that job, Minnesota's Bill Frenzel, all but assumed it was his and did little to win. Shuster simply outcampaigned him and won it, 80-55.

Shuster immediately turned the policy committee into a sophisticated media operation, issuing releases on dozens of major issues and holding news conferences in the House Press Gallery to lacerate the Democratic majority.

He also began firing a verbal barrage at the Democrats nearly every day on the floor, launching a brief filibuster to protest changes in the schedule, and bringing a toy duck on the floor to complain about a "lame-duck" session. By mid-1980, Budget Chairman Robert N. Giaimo was calling him "the hatchet man of the Republican Party."

But Shuster was not concerned about his

Pennsylvania - 9th District

9 Bud Shuster (R)

Of Everett — Elected 1972

Born: Jan. 23, 1932, Glassport, Pa.
Education: U. of Pittsburgh, B.S. 1954; Duquesne U., M.B.A. 1960; American U., Ph.D. 1967.
Military Career: Army, 1954-56.
Occupation: Corporate executive.
Family: Wife, Patricia Rommel; five children.
Religion: United Church of Christ.
Political Career: No previous office.
Capitol Office: 2268 Rayburn Bldg. 20515; 225-2431.



In Washington: There has long been a dual quality to Shuster's House career — the angry man who could deliver strident harangues against Democrats on the House floor managed to work effectively with the same Democratic majority on the Public Works Committee. But more recently, as Shuster's party leadership ambitions have faded, the conflict has faded as well. Nowadays, Shuster is first and foremost an important player in the process of writing multibillion-dollar highway legislation.

Throughout his years in Congress, Shuster has been an ally of road builders and other highway users and a defender of the Highway Trust Fund against attempts to use its money for non-highway purposes. For years, he has warned that the country's roads are deteriorating and need more maintenance funds. He was chairman of the National Transportation Policy Study Committee, an ad hoc group created by Congress.

Nowadays, as senior Republican on the Surface Transportation Subcommittee at Public Works, Shuster makes no pretense about his support for the highway "demonstration projects" that are derided by critics as wasteful pork-barrel spending. In fact, he treats highway projects as an issue of constitutional rights. "It's a congressional prerogative," he says. "We find it absolutely repugnant that an administration can say that it's all right for a faceless bureaucrat to decide where money should be spent, but it's wrong for a congressman to identify crucial, needed projects."

There is no questioning Shuster's effectiveness at steering highway money into his district, or the extent to which it is appreciated there. Motorists passing through the little town of Everett, Pa., can avoid congestion by using what is called the "Bud Shuster Byway" — a brief stretch of four-lane superhighway par-

alleling the Pennsylvania Turnpike. Shuster secured federal funding for the road.

Shuster has developed such a good working relationship with Public Works Chairman James J. Howard that it used to make people wonder if he realized Howard was a Democrat. In the 97th Congress, as Howard conducted a two-year lobbying campaign to pry support for highway funds out of the Reagan administration, Shuster was right beside him.

In the 98th Congress, during the battle over the 1984 highway bill, Shuster joined Democrats in adding on numerous demonstration projects — including a \$90 million, 12-mile highway widening project for his own district. Shuster never wavered in his loyalty to his Democratic chairman, criticizing administration threats to veto the bill.

The highway bill was not enacted in 1984, forcing Howard and Shuster to return to it in the 99th Congress. In 1985, Congress cleared legislation simply releasing needed Interstate highway funds, stripping from the bill controversial add-ons such as the demonstration projects and mass transit funds.

Those provisions were included in a five-year highway and mass transit authorization bill introduced in 1985. By the end of 1986, the massive highway bill had grown to include about 100 special "demonstration" projects at a cost of \$1.2 billion over five years. But the Senate refused to accept all those projects, insisting instead that states be allowed to raise the speed limit on Interstate roads to 65 mph — something House leaders were unwilling to do unless a number of conditions were imposed on states as well.

The arguments carried over into the 100th Congress. Early in 1987, despite White House threats of a veto, Congress cleared an \$88 billion bill, including \$890 million for dem-